

NINTH ANNUAL REPORT

OF THE

DIRECTORS OF THE

BOSTON ELEVATED RAILWAY
COMPANY

1906

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Boston Elevated Railway Co.

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BOSTON

GEO. H. ELLIS CO., PRINTERS, 272 CONGRESS STREET

1906

DIRECTORS AND OFFICERS.

JANUARY 1, 1906, TO JANUARY 7, 1907.

Directors.

FREDERICK AYER.	JAMES PHILLIPS, JR.
WILLIAM A. BANCROFT.	JAMES M. PRENDERGAST.
JOHN J. BRIGHT.	N. W. RICE.
SAMUEL CARR.	QUINCY A. SHAW, JR.
T. JEFFERSON COOLIDGE, JR.	WILLIAM S. SPAULDING.
FRANK E. PEABODY.	WALTER S. SWAN.
ROBERT WINSOR.	

Executive Committee.

WILLIAM A. BANCROFT.	JAMES M. PRENDERGAST.
ROBERT WINSOR.	

Officers.

WILLIAM A. BANCROFT	<i>President</i>
CHARLES S. SERGEANT	<i>Vice-President</i>
WILLIAM HOOPER	<i>Treasurer</i>
JOHN T. BURNETT	<i>Secretary</i>
HENRY L. WILSON	<i>Auditor</i>
GEORGE A. KIMBALL	<i>Chief Engineer Elevated Lines</i>

BOSTON, MASS., December 31, 1906.

TO THE STOCKHOLDERS OF THE BOSTON ELEVATED RAILWAY
COMPANY:

Besides its ordinary taxes the Company's contribution to the public during the last fiscal year amounted to at least \$500,461.71, made up as follows:—

Compensation tax for the use of streets under the Act of 1897,	\$115,986.77
Interest at 4 per cent. on \$4,154,974, cost of paving laid in streets by Company	166,198.96
Cost of maintaining street paving by Company	150,658.60
Amount of subway rental devoted to sinking fund	57,617.38
Moving snow removed from sidewalks and roofs (estimated) not less than	10,000.00
Total extraordinary payments to the public	\$500,461.71
Add taxes assessed on real estate	244,333.36
Add taxes assessed on capital stock	673,694.21
Total	\$1,418,489.28
To the above may be added the balance of the subway rental,	143,651.58
Also the rental of East Boston tunnel	49,708.62
Grand total, which is nearly 12 per cent. of the gross revenue of the Company for the year	\$1,611,849.48

From the summary of stockholders of record October 1, 1906, hereinafter printed, it appears that the total number is 3,221, holding 133,000 shares of stock. Of these 2,788, holding 112,598 shares, live in Massachusetts. In other words, nearly 85 per cent. of the stock is held in Massachusetts.

The Company has made arrangements to increase its power supply by the construction of two gas engine plants, supplying in the aggregate 1,675 kilowatts, and by the installation of a turbine generator rated at 2,000 kilowatts. The Company has also purchased from the Edison Electric Illuminating Company, and from other sources, about 3,600 kilowatts, making a total of upward of 7,275 kilowatts,—an increase of about 20 per cent.

Forty-five "easy access" elevated cars, making altogether

two hundred and nineteen, and one hundred and fifty "easy access" semi-convertible surface cars of the pattern described in the last report, seating fifty-two persons each, have been bought, and a considerable number have already been delivered. It is expected that by next July all will be in service.

Unusual attention has been paid to the care of the Company's surface tracks, \$737,354.27 having been spent thereon during the year in renewals and repairs. This exceeds the amount spent the previous year by \$114,504.98, and the amount spent the year before that by \$283,683.64. It is believed that the Company's tracks were never before in such excellent condition. The extent of additions to the surface tracks, including a new line to Belmont Centre, is 9.408 miles. The total length of surface tracks controlled by the Company, including that leased from the Old Colony Street Railway Company, is now 441.448 miles. This, with the elevated mileage of over 16 miles, makes a total mileage of 457.463.

The Company has continued its liberal policy toward its employees in respect to their wages, as well as in other matters. The compensation for learners during the year amounted to \$31,382.92. There was paid during the year the sum of \$14,031.67 as a guaranteed minimum wage for new or extra men. There was also paid as increased compensation to long service men the sum of \$64,305.50. There was paid in pensions, under the provisions recited in the last two reports, the sum of \$9,081.26. There was also paid in "satisfactory service" money, in sums of \$15 to each of the employees deemed worthy thereof, the sum of \$52,590. The aggregate sum of these increased payments to employees, under the provisions adopted three years ago, amounted during the year to \$171,391.35. Moreover, the Company has made further provision, beginning with the calendar year 1907, for an increase in the pay of its car service men and those connected immediately therewith, amounting in number to nearly 5,300. Those who have been in the service more than two years, receive an increase of 10 cents a day in their compensation. Those who have served for less than two years receive an increase

of 5 cents a day. All new or extra men, in which class are included substantially all those who have served less than two years, are guaranteed a minimum wage of 25 cents a day more than they are now receiving.

Work upon the extension of the elevated structure to Forest Hills has been prosecuted. The foundation piers have been built to Forest Hills Square. The structure has been erected as far as Keyes Street, or to within about one-half mile from its terminus. Plans for alterations of the Dudley Street Station, and for stations at Egleston Square and Forest Hills, have been prepared, and, to some extent, have received the approval of the public authorities; but final approval has not yet been received.

Much progress has been made by the Boston Transit Commission in constructing the tunnel under Washington Street. It is expected that this tunnel will be in use in 1908.

By Chapter 520 of the Acts of 1906, accepted by the Board of Directors June 29, 1906, in effect a modification of the contract made by the Company with the Commonwealth of Massachusetts in 1897, the Company is released from its obligation to build an elevated road in Cambridge, between the Cambridge bridge and Brattle Square, and is required instead to build a subway in Main Street and Massachusetts Avenue to Harvard and Brattle Squares in Cambridge, and an elevated road from Lechmere Square to connect with its elevated structure on Causeway Street in Boston. The subway is to be built within four years after final approval of the original plan, and the elevated structure within three years and a half from the time that the Company is authorized to begin construction. At any time after the expiration of twenty years from the opening for use of the Main Street Subway, or earlier by agreement, the Act allows the city of Cambridge to purchase this subway, paying cost and interest at 7 per cent. per year from the time of opening for use, less dividends. The Act also enables the Company to build, under the same terms, conditions, and provisions, subways in River Street, Webster Avenue, and Cambridge Street in Cambridge, beginning within four years after the opening for use of the Main Street

Subway. Provision is also made for a connection by subway or tunnel, to be built by the Boston Transit Commission, between the Boston end of the Cambridge bridge and either the Park Street or the Scollay Square Stations of the Boston Subway. This subway or tunnel is to be leased to the Company at an annual rental of $4\frac{7}{8}$ per cent. for a term of not less than twenty years.

A summary of our business for the year is as follows:—

Gross earnings from operation	\$13,527,185.81	
Operating expenses	9,306,950.73	
Net earnings from operation of owned and leased lines .	\$4,220,235.08	
Subway rental	\$217,422.38	
Less amount collected from the Boston & Northern St. Ry. Co	16,153.42	
	<u>\$201,268.96</u>	
Interest on funded debt of West End St. Ry. Co.	653,680.00	
Dividend on preferred stock of West End St. Ry. Co., 8%	512,000.00	
Dividend on common stock of West End St. Ry. Co., 7%	678,247.50	
Dividend on stock of Somerville Horse Ry. Co., 6%	9,180.00	
Taxes on West End St. Ry. Co.	573,204.26	
Interest and taxes on leased property of the Old Colony St. Ry. Co.	37,783.41	
Total payments on account of leased railways	2,665,364.13	
	<u>\$1,554,870.95</u>	
Miscellaneous interest	107,426.68	
	<u>\$1,662,297.63</u>	
Interest on funded debt	\$300,000.00	
Taxes, Boston Elevated Ry. Co.	344,823.31	
Compensation tax under Act of 1897	115,986.77	
East Boston tunnel rental	49,708.62	810,518.70
Balance		<u>\$851,778.93</u>
Dividend No. 10, paid February 15, 1906, 3% .	\$399,000.00	
Dividend No. 11, paid August 15, 1906, 3% .	399,000.00	798,000.00
Surplus for the year		<u>\$53,778.93</u>

Volume of business for the year:—

Total revenue passengers carried	262,267,240
Increase over business of previous year	15,325,464
Or an increase of about	6.2%

We annex a full statement of our condition for the fiscal year ending September 30, 1906, compiled by our Auditor, Mr. H. L. Wilson.

Respectfully submitted for the Directors,

WILLIAM A. BANCROFT,

President.

AUDITOR'S REPORT.

BOSTON, November 26, 1906.

TO THE BOARD OF DIRECTORS OF THE BOSTON ELEVATED
RAILWAY COMPANY:

Gentlemen,—I herewith submit the following statements
of the business of the company for the fiscal year ending
September 30, 1906:—

- A. GENERAL BALANCE SHEET.
- B. INCOME ACCOUNT.
- C. TRAFFIC STATISTICS.
- D. MILEAGE OF TRACK.
- E. MILEAGE OF ELECTRIC LINE EQUIPMENT.
- F. EQUIPMENT.
- G. SUMMARY OF STOCKHOLDERS.

Yours respectfully,

HENRY L. WILSON,

Auditor.

A.

GENERAL BALANCE SHEET.

ASSETS.

Construction	\$10,643,197.09
Equipment	1,809,361.31
Real estate	5,937,603.53
Subway and tunnel construction and equipment . . .	405,424.56
Cash on hand and in bank	4,759,087.73
Bills and accounts receivable	1,351,015.67
Insurance investments	481,566.19
Stocks and bonds	208,010.72
Bonds deposited with Commonwealth of Massachusetts .	500,000.00
Materials and supplies	913,145.75
Somerville Horse R.R. Co.	102,851.11
West End St. Ry Co. Open account	786,152.75
West End St. Ry. Co. Property account	1,079,066.10
Old Colony St. Ry. Co. Property account	109,840.45

TOTAL ASSETS	<u>\$29,087,222.96</u>
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A.

SEPTEMBER 30, 1906.

LIABILITIES.

Capital stock	\$13,300,000.00
Funded debt	7,500,000.00
Audited vouchers and accounts	438,805.34
Salaries and wages	160,917.27
Dividends not called for	7,029.00
Matured interest coupons unpaid	57,017.50
Rentals unpaid	339,123.75
Outstanding tickets and checks	32,507.42
Interest accrued and not yet due	236,679.98
Taxes accrued and not yet due	1,023,775.55
Rentals accrued and not yet due	148,510.12
West End St. Ry. Co. Lease account	1,207,201.98
Damage fund	752,399.90
Insurance fund	556,030.85
Depreciation fund	600,000.00
Premium from sale of capital stock and bonds available for construction and equipment purposes only	2,091,900.00
Surplus	635,324.30

TOTAL LIABILITIES \$29,087,222.96

B.

INCOME ACCOUNT FOR THE YEAR.

	DEBIT.	
OPERATING EXPENSES		\$9,306,950.73
For general expenses	\$982,729.13	
“ maintenance of roadway and buildings,	1,211,235.21	
“ maintenance of equipment	1,219,425.47	
“ transportation expenses	5,893,560.92	
TAXES		1,034,014.34
West End St. Ry. Co.'s tax on capital stock and property	573,204.26	
Boston Elevated Ry. Co.'s tax on capital stock and property	344,823.31	
Boston Elevated Ry. Co.'s compensation tax on income	115,986.77	
Coupon interest on West End St. Ry. Co.'s bonds		653,680.00
Coupon interest on Boston Elevated Ry. Co.'s bonds		300,000.00
Rentals of leased Railways		1,237,210.91
Rental of East Boston tunnel		49,708.62
Rental of subway	217,422.38	
Less amount collected of Boston & Northern Ry. Co.	16,153.42	201,268.96
Dividends paid on capital stock		798,000.00
Balance carried to surplus account		53,778.93
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TOTAL		<u>\$13,634,612.49</u>

B.

ENDING SEPTEMBER 30, 1906.

CREDIT.

Earnings from operation		\$13,527,185.81
From passengers carried	\$13,109,316.03	
“ carriage of mails	27,735.89	
“ tolls for use of tracks by other companies	39,285.61	
“ rentals of real estate	150,896.65	
“ advertising	98,068.77	
“ interest on deposits, etc. . . .	92,907.66	
“ miscellaneous income	8,975.20	
Interest from special deposits		107,426.68

TOTAL		<u><u>\$13,634,612.49</u></u>
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C.

TRAFFIC STATISTICS.

ROUND TRIPS.

Run by Elevated Passenger cars	972,880
Run by Surface Passenger cars	4,483,294
Run by U.S. Mail cars	18,698
TOTAL	<u>5,474,872</u>

REVENUE MILES.

Run by Elevated Passenger cars	7,718,735
Run by Surface Passenger cars	42,337,873
Run by U.S. Mail cars	224,178
TOTAL	<u>50,280,786</u>

PASSENGERS CARRIED.

Revenue Passengers on Elevated and Surface cars	262,267,240
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RECEIPTS.

From Revenue Passengers on Elevated and Surface cars	\$13,109,316.03
From U.S. Mail cars	27,735.89
TOTAL RECEIPTS FROM CAR OPERATION	<u>\$13,137,051.92</u>

Average Receipts per revenue passenger	4.998 cents
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D.

MILEAGE OF TRACK.

Total track owned by and leased from the West End St. Ry. Co., September 30, 1905	381.136	miles
Additions for extensions during the year	9.408	"
TOTAL	<u>390.544</u>	"
Reduction for track taken up or transferred during the year753	"

NET LENGTH OF TRACK OWNED BY AND LEASED FROM THE WEST END ST. RY. CO., September 30, 1906			389.791	"
Leased from other companies			38.261	"
Operated under trackage privileges			3.283	"
Surface track on Elevated Railway property and on temporary bridges			<u>10.113</u>	"
Total track for Surface cars			441.448	"
Total track for Elevated cars			<u>16.015</u>	"
TOTAL TRACK, September 30, 1906			457.463	"

Which is made up as follows:—

	For Surface Cars.	For Elevated Cars.
Length of main lines	214.152 miles.	6.644 miles.
Length of second track	179.624 "	6.468 "
Length of sidings, car-house curves, cross-overs, etc.	8.546 "	1.043 "
Length of track in car-houses and yards,	<u>39.126</u> "	<u>1.860</u> "
TOTALS	441.448 "	16.015 "

The total length of track in reservations is	26.03	"
The total length of track built with heavy girder rail is	394.894	"
The total length of track built in the Subway is	5.09	"
The total length of track built in the East Boston tunnel is	2.80	"

E.

MILEAGE OF ELECTRIC LINE EQUIPMENT.

SEPTEMBER 30, 1906.

Miles of elevated track completely equipped with electric third rail system	16.015
Miles of surface track completely equipped with electric overhead system	434.351
Miles of surface track partially equipped	1.044
Miles of overhead electric feeder lines	498.305
Miles of overhead electric return lines	98.588
Miles of underground conduit	34.346
Miles of underground conduit duct	301.979
Miles of underground electric feeder lines	162.342
Miles of underground electric return lines	116.909
Miles of submarine cables	4.615

F.

EQUIPMENT.

SEPTEMBER 30, 1906.

Elevated Railway Box Cars	174
Box Cars, Surface, 16-foot bodies	24
Box Cars, Surface, 20-foot bodies	330
Box Cars, Surface, 25-foot bodies	1,164
Box Cars, Surface, 26½-foot bodies	62
Box Cars, Surface, 32-foot bodies	41
Open Cars, Surface, 7 or 8 benches	555
Open Cars, Surface, 9 benches	741
Open Cars, Surface, 10 benches	41
Open Cars, Surface, 12 benches	181
Mail Cars, Surface	12
Service Cars	68
Horse Cars	25
Horses	286
Electric Car Motors (368 elevated, 4,430 surface)	4,798
Snow Ploughs, Horse	75
Snow Ploughs, Electric	231
Snow Sleds	624
Miscellaneous Vehicles	557

G.

SUMMARY OF STOCKHOLDERS OF RECORD.

OCTOBER 1, 1906.

<i>State.</i>	<i>No. Stockholders.</i>	<i>Shares.</i>
Massachusetts	2,788	112,598

OTHER STATES.

Maine	51	2,367
New Hampshire	104	2,571
Vermont	10	119
Rhode Island	33	2,733
Connecticut	74	2,674
New York	69	5,880
New Jersey	2	60
Pennsylvania	17	243
Maryland	4	183
District of Columbia	7	324
Virginia	3	14
Florida	4	215
Ohio	3	101
Indiana	1	22
Illinois	6	44
Kentucky	1	32
Wisconsin	1	100
Minnesota	2	142
Michigan	3	70
Iowa	2	160
Missouri	4	50
Colorado	4	56
Oregon	2	60
California	5	173
	<u>412</u>	<u>18,393</u>

BRITISH PROVINCES.

	<i>No. Stockholders.</i>	<i>Shares.</i>
Quebec	8	1,453
Ontario	2	110
New Brunswick	2	16
Nova Scotia	1	8
	<u>13</u>	<u>1,587</u>

EUROPEAN AND ASIATIC COUNTRIES.

Belgium	1	50
England	5	361
Italy	1	3
Japan	1	8
	<u>8</u>	<u>422</u>

RECAPITULATION.

Massachusetts	2,788	112,598
Other States	412	18,393
British Provinces	13	1,587
European and Asiatic Countries	8	422
	<u>3,221</u>	<u>133,000</u>



